

(ESTABLISHED 1881.)

**\$36 PER ANNUM.**  
**SINGLE COPY, 10 CENTS.**

**HONGKONG, CANTON, MACAO**  
"AND"  
**WEST RIVER STEAMERS.**

JOINT SERVICE OF  
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND  
THE CHINA NAVIGATION COMPANY, LTD.

**HONGKONG-CANTON LINE.**

S.S. "HONAM" 2,363 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons.  
"HUONGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

**SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD**

**HONGKONG-MACAO LINE**

**HONGKONG-MACAO LINE**  
S.S. "SUI-TAI" 1,205 Tons and "SUI-AN" 1,205 Tons.  
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the  
Company's Wing Lok Street Wharf.  
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

**CANTON-MACAO LINE.**  
S.S. "HOI SANG," 457 Tons.  
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.  
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF  
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,  
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION  
COMPANY, LTD.

**CANTON-WUCHOW LINE.**  
S.S. "SAINAM," 388 Tons, and "NANNING," 569 Tons.  
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 5.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "Lintan" and "Saui." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

**EXCURSION TO MACAO**  
On **SUNDAY** the 1st AUGUST.

S.S. "HEUNGSHAN,"

Fares: Excursion Rates as usual.

Machado's String Band will play during the trip.  
S.S. *Sui Tai* will not run on the above date.

On **SATURDAY, the 31st, JULY, 1909.**  
The Company's Steamship "**SUI-AN**"  
will make an extra trip to **MACAO** leaving **WING LOK WHARF** at **7 P.M.**

FARES:—Week End Rates for 1st and 2nd Class.  
Further particulars may be obtained at the Office of the—  
**HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.**

HOTEL MANSIONS, (FIRST FLOOR),  
opposite the Blake Pier,

### Hotels.

# HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE  
String Band play during Tiffin and Dinner.

Hongkong, 5th February, 1909

For

LUXURY, COMFORT, QUIET,

## FRESHNESS AND EXCELLENT

CUISINE.

Stay at—

## THE GRAND CARLTON HOTEL

Hongkong, 5th July, 1909. (25)

## ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)  
QUEEN'S ROAD, HONGKONG.

**C**ENTRALLY situated, up-to-date Hotel. Recently renovated, and under entire New Management. Large and Comfortable Rooms, Excellent Cuisine and

the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU, President	N. BEUMENTHAL, Manager
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Telephone 190. Telegram "Astor." (24)



## Mails.

## NORDDEUTSCHER LLOYD.

BREMEN.

## IMPERIAL GERMAN MAIL LINES

FOR STEAMERS TO SAIL

MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE..... "CORLENE"..... FRIDAY, 13th August, 10 A.M.  
 BOURNE..... Capt. H. Raeger.....

KUDAT and SANDAKAN..... "BORMEO"..... Beginning of August.  
 Capt. F. Sembill.....

For further Particulars, apply to

## NORDDEUTSCHER LLOYD.

MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 28th July, 1909.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.  
 TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON

SHANGHAI, KOBE, YOKOHAMA...TONKIN.....Charbonnel.....2nd Aug., P.M.  
 MARSEILLES, VIA PORTS.....CALEDONNIEN.....Cassanova.....3rd Aug., at 1 P.M.  
 SHANGHAI, KOBE, YOKOHAMA...AUSTRALIEN.....X.....16th Aug., P.M.  
 MARSEILLES, VIA PORTS.....ERNEST SIMONS...Girard.....17th Aug., at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Ceylon, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway to Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 20th July, 1909.

## MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BRAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

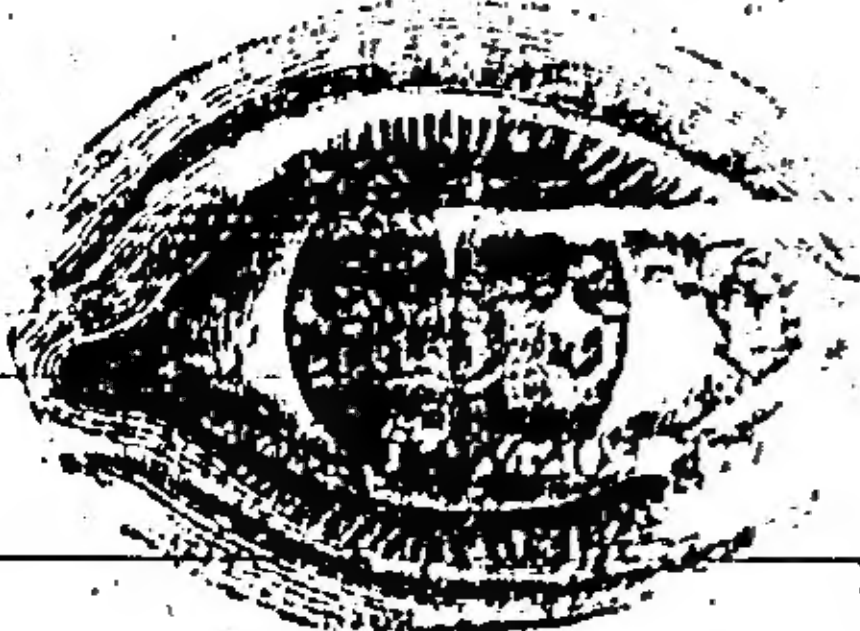
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshu.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshu, Canton, or to their Agents

BARRETTO &amp; CO., Hongkong.

Hongkong, 9th October, 1908.

EYES



RIGHT

N. LAZARUS, OPHTHALMIC OPTICIAN,  
 CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD,

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON.

GALATRIA.

SHANGHAI.

1, John Street, Bedford Row, W.C.

50, Beal's " " " "

66, Nanking Road.

Hongkong, 28th July, 1909.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length.....515 ft.	Docking Length.....376 ft.	Docking Length.....481 ft.
Width of Entrance... 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks..... 28 "	Water on Blocks... 26 "	Water on Blocks..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's survey).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone Nos. 878, 808, or 881.

Telegrams: "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Lobnitz, Berlin.

A. I. and Watkins.

Yokohama, April 28th, 1903.

[46]

## For Sale.

FOR SALE.

A RICKSHAW with BICYCLE RUBBER TYRED WHEELS in Good Condition.  
 Apply to—  
 S. D. SETNA,  
 No. 6, Des Vaux Road.  
 Hongkong, 21st June, 1909. [497]

## To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LTD.

Hongkong, 3rd June, 1909. [463]

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG &amp; KOWLOON LAND &amp; LOAN CO., LTD.

No. 8, Queen's Road West.

Hongkong, 9th March, 1909. [248]

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—

Messrs. JARDINE, MATHESON &amp; Co., LTD.

Hongkong, 19th May, 1909. [408]

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3, CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUFF BUILDINGS, and No. 16, DES VAUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 10, DES VAUX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LTD.

Hongkong, 1st June, 1909. [51]

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shaw, Tomes &amp; Co.). Rents low.

Apply to—

THE COMPASS ROYAL DEPARTMENT, E. D. Sassoon &amp; Co.

Queen's Road Central.

Hongkong, 24th February, 1909. [187]

TO LET.

GODOWNS, No. 54, DUNDALK STREET.

Apply to—

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LTD.

Hongkong, 1st June, 1909. [51]

## For Sale.

FOR SALE.

BEST FIRE-PROOF SAFES, with SHIFTS KEYS. Manufactured by The GODFREY and BOYCE MANUFACTURING CO. of Bombay. One Safe 5 feet by 3 feet 8 1/2 in. by 2 feet 6 in. 2 Safes each 2 feet 1 in. by 2 feet 7 in. by 2 feet.

Also a few Large PADLOCKS for Godowns of the same make.

Also one OLIVER TYPEWRITER in good condition.

Apply to—

PHIROZSHA B. PETIT &amp; Co.,

6, Des Vaux Road.

Hongkong, 5th July, 1909. [517]

## FOR SALE.

## "ADLER" TYPEWRITERS

## THE PERFECT VISIBLE.

The latest 1909 Model No. 7 with the latest improvement, the lightest touch, the strongest and the best ever produced.

We sell our Adler under our guaranteed terms.

A few lines will bring the Adler to your office free trial.

We sell various makes of second-hand Typewriters

AND

Rent out by day or week.

REPAIR IS OUR SPECIALTY.

## DRAGON CYCLE DEPOT,

33-35, Des Vaux Road, Central, Hongkong.

## LEE YEE HAIR DRESSING SALOON.

HAS ALWAYS ON HAND CIGARS, CIGARETTES

AND TO LET REQUISITES FOR SALE

12, D'AGUILAR STREET, HONGKONG.

Hongkong, 2nd September, 1909. [51]

## FLERT AT AUCTION.

VENERABLE DERELICTS SOLD BY TURKEY.

A WONDERFUL SUBMARINE.

The wave of reform which has swept over Constantinople has nowhere produced greater haste and commotion than in the naval department. Heroic efforts are being made to evolve some sort of fleet from the collection of venerable derelicts which compose the present Turkish navy. It was resolved to class as effective all those warships which have undergone renovation in comparatively recent years, namely, within the last decade. Practically all the others are condemned to the scrap-heap, and the local newspapers publish announcements that over sixty battleships, cruisers, monitors, gunboats, and torpedo vessels are to be sold by auction.

Some of these discarded veterans are interesting specimens of the earliest types of ironclad. Practically all date their birth from towards the middle of last century. Among other oddities to be disposed of is one of the oldest submarines extant. It has been peacefully reposing under a shed in the Golden Horn for the last quarter of a century, literally dropping to pieces from rust and neglect. It never saw active service, and only made one trial trip after its purchase by the Turkish Government. On that occasion it dived prematurely in the Golden Horn and stuck in the mud in a shallow part of that harbour. The crew was rescued after some hours' imprisonment, but apparently could never be persuaded to make another attempt.

Barrying some torpedo craft and two comparatively modern cruisers, the vessels retained on the active list are very few degrees superior to those which are to be sold. The flagship, the battleship *Messoudieh*, was sister-ship to the old *Superb*, which was withdrawn as obsolete from the British Navy about the eighties.

## MILLIONAIRE'S HOUSEBOAT.

EVERY LUXURY THAT WEALTH CAN BUY AT HENLEY.

One of the specially interesting features at Henley Regatta this month was Mr. A. G. Vanderbilt's new houseboat, which is one of the largest and most tastefully appointed ever seen on the river. It is 96 ft. long without the tender. The saloon is a delightful lounge panelled in mahogany in the Adam style. On each side there is a bay window with a window seat, and additional light is obtained by large windows at the forward end. The principal decoration is displayed at the piano end, where the paneling is supplemented with a refined carved frieze, a noble mirror, and marvellous gilt electric light fittings of exquisite design.

The saloon is supplied with fitted mahogany cabinets as well as with movable furniture specially designed to suit the style. There are four bedrooms, two double and two single, and the latter have bunks fitted over the beds. Lavatory appliances for hot and cold water are a feature of each bedroom, and the boat also contains two fine porcelain baths. All the bedrooms are carried on in white enamelled woodwork, with chintz draperies—pink and white being the prevailing note.

The upper deck comprises a dining-room with bamboo and wicker furniture, and a smoking-room. This is so constructed that it can be taken down to enable the houseboat to pass under the bridges. All the carpets have been specially designed and made, that for the promenade deck being 40 ft. long.

## Intimations.

## D. NOMA.

PROFESSIONAL TATTOOER

AND THE EXPERT REMOVER OF TATTOO MARKS.

No. 10, QUEEN'S ROAD, CENTRAL.

PATRONISED BY Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engravings, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with dislocated minuteness a specialty.

Hongkong, 1st September, 1909. [56]

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGEE (TASTELESS) FORM.

## THE NEW FRENCH REMEDY

TRADE MARK.

THERAPION NO. 1

This successful and highly popular remedy, used in the Continental Hospitals by H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engravings, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with dislocated minuteness a specialty.

Hongkong, 1st September, 1909. [56]

## THERAPION NO. 2

This successful and highly popular remedy, used in the Continental Hospitals by H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engravings, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with dislocated minuteness a specialty.

Hongkong, 1st September, 1909. [56]

Sold by all Chemists.

## WEATHER-FORCAST AND STORM-WARINGS ISSUED FROM THE HONGKONG OBSERVATORY.

## METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.

1. A CONE point upwards

Indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and DRUM below

Indicates a Typhoon to the North-East of the Colony.

3. A DRUM

Indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below

Indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards

Indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below

Indicates a Typhoon to the South-West of the Colony.

7. A BALL

Indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below

Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal. Indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

## URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

## NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights, vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

## SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock. Aberdeen.

Waglan. San Ki Wan.

Stanley. Sai Kung.

Cape Collinson. She Tan Koi.

Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light-houses.

F. G. FROD, Director.

21, 7/19



## Intimations.

Powell's

Gentlemen's  
Department.NEW GOODS  
SPECIAL  
DINNER  
SHIRTSFine Quality Cambric with Soft  
Plaits, Light Weight, 10" x 3"  
Collars.THE VERY ACME  
OF  
COMFORT.

\$4.25 and \$5.25 each

NECKWEAR

60 Dozen  
ELEGANT TIES  
JUST ARRIVED—  
Fly Ends,Four in Hands  
AND  
OxfordsIN  
CREPE DE CHINE,

POPLIN,

FOULARD,

MADDER,

Etc., Etc., Etc.

ABSOLUTELY  
THE

Latest Productions.

Inspection Invited.

POWELL'S

ALEXANDRA  
BUILDINGS.

and

28, Queen's Road.

Opposite the Clock Tower.

Hongkong, 29th July, 1900.

## Intimations.

## BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, 2nd August (First Monday in August).

Hongkong, 27th July, 1900. [558]

## HONGKONG ICE COMPANY, LIMITED.

IT is hereby notified that on and after the 19th current, the selling price of ICE will be increased to ONE CENT per pound.

JARDINE, MATHESON & CO., LTD.,  
General Managers,  
HONGKONG ICE CO., LTD.  
Hongkong, 12th July, 1900. [531]

## Public Companies.

## HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE EIGHTY-SIXTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Maunsell, on TUESDAY, the 10th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, declaring a Dividend, confirming the appointment of Directors, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th July to the 10th August, both days inclusive.

By Order of the Board of Directors,  
W. E. CLARKE,  
Secretary.  
Hongkong, 20th July, 1900. [544]

## HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, Connaught Road, on MONDAY, 23rd August, 1900, at 12 o'clock Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 17th to the 23rd August, both days inclusive.

By Order of the Board of Directors,  
GEO. A. CALDWELL,  
Acting Secretary.  
Hongkong, 27th July, 1900. [559]

## THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

## AN INTERIM DIVIDEND OF \$1.50/100

per Share for the Six months ending 30th June, 1900, will be payable on TUESDAY, 3rd August, on which date Dividend Warrants may be obtained on application at the Company's office.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, 26th July, to TUESDAY, 3rd August, (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.  
Hongkong, 20th July, 1900. [545]

## THE WEST POINT BUILDING COMPANY, LIMITED.

## AN INTERIM DIVIDEND OF DOLLARS

TWO per Share for the Six months ending 30th June, 1900, will be payable on the 3rd proximo, on which date Dividend Warrants may be obtained on application at the Company's office.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 26th inst., to TUESDAY, the 3rd August (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary to the Hongkong Land Investment and Agency Company, Ltd.  
Agents for The West Point Building Company, Ltd.  
Hongkong, 20th July, 1900. [546]

## THE UNION INSURANCE SOCIETY OF CANTON, LIMITED.

## AND

## THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE is hereby given that PETITIONS were on the 6th July, 1900 presented to the Supreme Court of Hongkong in its Original Jurisdiction by the above named Society and Company respectively to confirm the alterations of the said Society's and the said Company's respective objects proposed to be effected by Special Resolutions of the said Society and the said Company respectively unanimously passed at Extraordinary General Meetings of the said Society and the said Company respectively held on the 2nd April, 1900, and subsequently unanimously confirmed at further Extraordinary General Meetings of the said Society and the said Company respectively held on the 7th May, 1900, and which Resolutions respectively run as follows:—

"That the Memorandum and Articles of Association of the Society (Company) be respectively extended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of the Meeting and that such extension, altered and amended Memorandum and Articles of Association be, henceforth, adopted as the Memorandum and Articles of Association of the Society (Company) to the exclusion of those heretofore prevailing."

AND Notice is further given that the said Petitions are directed to be heard before His Honour Sir Francis Piggott, Chief Justice of the said Court, in fifteen days from this date and any person interested in the said Society or the said Company, whether as creditor, policy-holder or otherwise desirous to oppose the making of an Order for the confirmation of the said alterations under the Companies Ordinance 1865 should appear at the time of hearing by himself or by his Counsel for the purpose and a copy of the said Petitions, or either of them, will be furnished to any such person requiring the same by the undersigned on payment of the regulated charge for the same.

Dated the 20th July, 1900.  
C. MONTAGUE EDE,  
Secretary to the said Society and the said Company.

## THE UNION INSURANCE SOCIETY OF CANTON, LIMITED.

## AND

## THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

## NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1900, the rates of Subscription to the Hongkong Telegraph (daily and weekly issues) will be as follows:—

DAILY—\$36 per annum.  
WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged for a full month.

The daily issue is delivered free when the address is accessible to messenger. Past subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary Subscribers as heretofore.

By Order,  
THE MANAGER,  
Hongkong Telegraph Co., Ltd.  
Hongkong, 27th July, 1900. [49]

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## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions from A. C. AKERST, Esq., to sell by  
PUBLIC AUCTION,  
on  
FRIDAY,  
the 30th July, 1900, at 3 P.M., at No. 1, Ormsby Terrace, Kowloon,  
SUNDRY  
HOUSEHOLD FURNITURE.  
(Particulars from Catalogue).  
TERMS—As usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 26th July, 1900. [553]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by  
PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
on  
SATURDAY,  
the 31st July, 1900, at 2.30 P.M., at their  
Sales Rooms, No. 8, Des Voeux Road,  
corner of Ice House Street,  
SUNDRY VALUABLE  
HOUSEHOLD FURNITURE,  
Comprising:—  
SILK TAPESTRY-COVERED DRAWING ROOM SUITE, OVERMANTLES, TEAKWOOD SIDEBOARDS AND DINNERS WAGON with BEVELLED GLASS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, GLASS, CROCKERY and E.P. WARE, TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE TOP WASHTAND, DRESSING TABLES, Double and Single BRASS MOUNTED IRON BEDSTEADS and BEDDING, a quantity of CANTON CARVED BLACKWOOD WARE, CARPETS, COOKING STOVE and UTENSILS, &c.  
Catalogues will be issued.  
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## Intimation.

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER  
MANUFACTURERS.

## SPECIALTIES:

DRY GINGER ALE.

LIME FRUIT CHAM-  
PAGE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

## PALATABLE

AND

## REFRESHING.

Watson's

## FRUIT SYRUPS

mixed with aerated or plain water  
make excellent refreshing beverages.Guaranteed to be made from the  
pure juice of sound ripe fruit.A. S. WATSON & CO.,  
LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

## The Hongkong Telegraph

HONGKONG, THURSDAY, JULY 29, 1909.

## DEPARTMENTAL AUTOCRACY.

It is a well-known fact that colonial administrators are much given to the practice of framing laws which are largely exercised by the Governor-in-Council, or some equally mysterious and irresponsible body. At almost every meeting of the Legislative Council unofficial members plead that the full objects of an Ordinance shall be stated in the Ordinance itself, as in the case of the Railway Bill, but the result is invariably the same. The members are told that proper regulations will be drawn up by the Governor-in-Council and there the matter ends. One might almost be inclined to think that the Governor-in-Council was infallible and that because it pursued its functions in secret it was necessarily less biased than other corporations, but there is no evidence that such is the case. Indeed there is reason to doubt whether the wisdom of the Colony is centred in the few gentlemen who honour the Governor with their advice. With at least one of these members we have time and again had good reason to disagree, and if that be so when the individual in question addresses his remarks in public, what is the result likely to be when he speaks in private with the consciousness that his views will not come to the ears of those most vitally concerned? Not that we would suggest for a moment that the members of the Executive Council are other than supremely conscientious and anxious to act according to their lights, but it occurs not infrequently that these same lights are little better than tallow dips from the public point of view and where are we then? This question of withdrawing from public control administrative rights which properly belong to the people has been the subject of an address by the Lord Chief Justice and useful comments on the speech have been made by a *Times* leader writer. He says that it is not surprising that the Lord Chief Justice has drawn attention, in guarded but emphatic terms, to the danger arising from the modern usage of granting to some branch of the Executive power to do, or forbear to do, important acts, and to interfere with private rights, without control by Courts of law. No one can be familiar with modern

legislation without marking the growth of the habit of withdrawing the conduct of the Executive from judicial supervision. Usually it is the Treasury, or the Board of Trade, or the Local Government Board in which is vested the power of doing as it pleases. But we note that other departments, Imperial and local, are, as is natural, desirous of obtaining similar privileges. To an earlier, but not very remote, generation such a practice would have seemed dangerous and indefensible. To Blackstone the dead letter, as he termed it, of statute law appeared futile to secure the actual enjoyment of the great primary rights, if the Constitution did not provide certain other auxiliary rights, of which the chief was that of every Englishman to apply to the Courts for redress of injuries; life, liberty, and property were not to be disposed of by board or commissioners or Civil servants, but by Judge and jury, according to due form of law. Only recently, and long after Blackstone's day, Parliament would have resented strongly attempts on the part of the officials of a State department to obtain a position of privilege and immunity from control. Our Courts have done much of their best work by exercising a strict and even jealous supervision over the action and proceedings of the Executive. They have called officials to account, disregarded the orders of the superiors of the impugned officials, and refused, failing the most explicit terms in a statute, to allow the ordinary rights of citizens to be abridged by the prerogatives of public departments. They are still reluctant to believe that Parliament means someone to be able to do as he likes in regard to other people's liberty or property. That policy has been wholesome for all concerned. If our public departments are, as a rule, to-day, in a very satisfactory condition, this is in no small degree owing to the fact that the sufferers from negligence or other default can obtain redress from an impartial tribunal. After giving some examples of recent legislation which fly in the face of public rights, the writer proceeds to say the Act of 1893 relating to elementary teachers states in one section that "any question which arises as to the application of any section of this Act to any person, as to the amount of any annuity or allowance under this Act, &c., shall be referred to the Treasury; certain other points are to be referred to the Education Department; and the decision of the Treasury or Education Department on any question so referred shall be final." We might call several similar examples from recent legislation as to pensions. Under the provisions of the Local Government Act, 1888, compensation to an official who suffers loss by the abolition of his office or by diminution or loss of his fees or salary is fixed by the County Council. But even if the Council proceed, in the exercise of their discretion, on a wrong legal basis, the appeal is to the Treasury, the decision of which is final. We have not in mind appeals as to matters of a purely technical character. It is meet that they should come before a body of experts upon appeals as well as in the first instance. But it may be noted as characteristic of the change in policy that the appeal from the declaration of a surveyor as to the condition of a passenger steamer lay to a "Court of Survey" consisting of a Judge with two assessors. A great change was made many years ago when the Charity Commission was created; and in some quarters there were complaints of the intrusion of an executive body into the field of the judiciary. But, apart from the fact that its business was mainly administrative, there were given ample facilities for appeals to the ordinary Courts. Scarcely less dangerous in the long run is the habit, as exemplified in recent Acts, of withdrawing matters in dispute from the forum of our Courts and referring them to some species of arbitration, and not necessarily of a kind which the parties concerned would choose for themselves. It is right to take note of the usual excuse for this usurpation of judicial powers by executive bodies. The action of Courts of law, it is said, is so uncertain; and if one appeal to them is permitted, there must be others. The excuse is insufficient. There is no guarantee that executive bodies will be consistent in their decisions. If they are, so much the worse, it may be, for the public. Some departments will, indeed, keep to one line of policy; but that may mean that a certain class of petitioners will have small chance of success. The tendency which we describe is growing. It pleases the fancy of so-called strong administrators. It can be recommended to the House of Commons by attractive allusions to the costliness and uncertainty of legal proceedings. There may come a time when we shall have a droit administratif according to which the Treasury, the Local Government Board, and one or two other departments will have powers to do as they please without review or control and, like the Sovereign, will be able to do no wrong. There will be a little economy to a few persons, and a saving of trouble to many officials; but something vital and precious will have been lost or impaired. In an editorial commenting on the *Times* review of the situation, the *Singapore Free Press*, while admitting that it is sometimes necessary to invest high executive officers

with certain autocratic powers, holds that there should be a limit to the enacting of skeleton laws in which all the essentials are embodied in rules made by the Governor-in-Council and in which the chief of police and other officers are invested with discretion to adjudicate in certain matters without appeal being allowed. It also remarks: "Any departure from that wholesome principle of law needs the most rigorous safeguard, and while the integrity of the administrative officer exercising judicial functions need not be impugned, yet in the proper spirit of 'departmental loyalty,' if a subordinate brings a case, which is not, well, convincing, his chief will manifestly be inclined to support him. That is to say, he is not impartial, as an officer exercising judicial functions should be. 17 years gone by the Chief Justice used to sit on the Legislative Council, and his advice was often of the utmost value to that body. On the principle that the legislator should not be also the interpreter of the law, the Chief Justice was relieved from his legislative duties. If this was considered necessary in the case of the highest judicial authority in the land, there is surely strong ground for declining to extend the practice of giving heads of departments judicial functions, without control by the courts of law."

## TRADE CONDITIONS ALLEGED TO BE IMPROVING.

One of our Singapore contemporaries, the *Strait Times*, has a very thoughtful article on the general state of trade and the influence exerted by the fluctuations of silver. The article is a propos of a speech delivered by the Chancellor of the Exchequer to a gathering of bankers, in the course of which he expressed the belief that the increase of banking business, railway traffic returns and one or two other forms of business justified the belief that the long spell of depressed trade is coming to an end. It may be so but our contemporary does not believe it, judging from the conditions prevailing in the cotton mills of Lancashire and the wails of woe heard from Americans because their trade with the Orient is becoming increasingly slack. Coming to the silver question, and we may state here that the article is headed "silver linings," which is hopeful, the writer remarks that there has been a fractional increase in the price of bar silver, but it still hovers round 24d. per ounce with a persistency which indicates much doubt and hesitation about the future. In the meantime, those who believe that the secret of nearly all the great troubles we experience in trade can be found in rises and falls of silver are considering such questions as the establishment of Fair Exchange Leagues, in order that the standards of value, as factors influencing the condition of commerce, may be brought into more wholesome subjection. It is a matter of enormous difficulty, however, to bring about any great change, though the need of it must be as apparent to the gold bug as it is to the silver flier; or even to the amphibious bimetalist. A Monetary Commission is sitting at Washington, and one of the great matters to which it is directing its attention is the effect of the fall in exchange upon United States' trade with China and other silver using countries. The other day Mr. J. J. Hill, president of the U. S. Great Northern Railway, while travelling in Canada, pointed out that "Consuls in Asia warn us that at the present rate of silver exchange Asia has ceased to import American wheat, flour, or lumber, and that the Shanghai merchant who eighteen months since bought a sovereign for five gold dollars with five taels must now pay nearly eight taels. The result is disaster, because he no longer buys." Of course that is old news but it is none the worse for being kept in mind. Mr. Moreton Frewen, that indefatigable agitator for monetary reform, holds that "The theory of American protection is to equalize the labour cost here and abroad through a duty on imports, and particularly to protect your workers against the competition of those races, such as Malays and Hindus, whose standard of living is alien to your conception of the respect due to the white races. This being so, the fall in silver last year has had this result: if the amount of protection in the Dingley Bill for your labour against Chinese labour was 55 per cent. ad valorem, the fall in silver has reduced it to 10 per cent. ad valorem." Of course there is another side to this, which neither the consuls nor Mr. Frewen seem inclined to notice, remarks the *Strait Times*. If China has to buy in gold may she not sell in gold also? If she gives eight taels for five gold dollars worth of goods as a buyer, does she not get eight taels worth of gold for five taels worth of goods as a seller, and does not the advantage in one direction go a very long way towards equalizing the disadvantage in another? That is a very specious argument which we fear will not hold water and although we are tempted to discuss the matter now we will leave it till a more promising occasion. Proceeding, the writer in question says: "That it would be an advantage to all if silver and gold bore a fixed ratio one to the other does not admit of doubt. The problem is how to fix a ratio without wrecking far more than it

is possible to save. Gold is the measure of value for, probably, four-fifths of the world's total wealth, and we have never seen any way in which its ratio to silver can be fixed without exposing all that wealth to deterioration and quite artificially raising the value of the other fifth. It is claimed that the Latin Union and the open mints in India kept the balance steady, but the fact is questioned, and certainly it did not prevent the occurrence of prolonged spells of commercial unrest and depression. Granting, then, that fixity would be a boon, it is clear that no scheme has a chance of adoption which is based upon the making of purely artificial agreements that silver shall be considered equal to a sixteenth of its weight in gold or any similar figure. The hope seems to be rather in the creation of some system under which all trade between different countries, whether they are silver users or not, shall be conducted on a gold standard basis—i.e., the world shall have one standard only for international transactions, with a kind of Hague Tribunal of Commerce to settle any disputes that may arise. In this way it might be possible to eliminate the disturbing influence of silver while leaving it free from restraints as a medium for purely internal transactions in such countries as India and China." So like everybody else our contemporary sees no way out of the difficulty and we remain just where we were.

## LOCAL AND GENERAL.

We are informed by the Agents (Messageries Maritimes Co.) that the cargo of silk shipped on board the *s.s. Sydney* which left this port on the 22nd June was delivered in Lyons on the 18th July.

An aged coolie named Leung Shun was fined \$50 in the Police Court, this morning, for trespassing in the Army Ordnance Department yesterday. He was found in the yard by Sergeant Bloxham, of the Army Ordnance Police, and arrested.

Mr. F. A. Hazell, presiding in the Police Court, imposed a fine of \$50 upon a coolie, who was brought before him on a charge of being in possession of a number of boxes of illicit opium. The labels on the boxes, which purported to have been those of the Opium Farmer, were declared to be forgeries.

A widow, sixty years of age, giving the name of Chang Mi, was arrested yesterday by the head watchman of the Hongkong and Whampoa Dock Company, Isaac Turner, for stealing a quantity of candles and two pieces of canvas. On being charged in the Police Court, this morning, and having been found guilty, she was sentenced to fourteen days' hard labour.

IP YAU, a coolie who was deported from the Colony in April, 1907, for a period of five years, returned to the Colony yesterday, and was apprehended. He was charged in the Police Court, this morning, with returning from banishment, and was sentenced to six months' hard labour and six hours' exposure in the stocks. The accused was deported for larceny, after he had served a term of imprisonment.

NEGOTIATIONS for a business agreement between the Dutch Petroleum companies, which have their sphere of work in Borneo and Sumatra, and the Standard Oil Co., which have been dragging along for months, will now be actively resumed. Mr. Deterding, who has a managing interest in the Dutch companies, has just left Holland for America to endeavour once more to make terms with the Standard Oil people.

At the Magistrate's Court, this afternoon, further evidence was heard by the first police magistrate (Mr. F. A. Hazell) in the case in which three Chinese merchants are being charged with selling, or exposing for sale, or having in their possession for sale, medicine pills bearing marks so nearly resembling registered trademarks as to be calculated to deceive. Several witnesses were examined, and the case again adjourned. Mr. Eldon Potter, instructed by Mr. H. Gardiner, prosecuted, and Mr. F. Paget Hett (of Messrs. Brutton and Hett) appeared for the defendant.

## FATAL ACCIDENT AT THE DOCKS.

COOLIES FALL INTO A DRY DOCK.

Information was received by the police yesterday of a fatal accident which is reported to have occurred at the Hongkong and Whampoa Dock Company's wharf, at Hungshom. Two men were injured, and one expired while being conveyed to the hospital. The other is in a very serious condition.

It would appear that sometime in the afternoon of yesterday two labourers proceeded to remove a portable forge into one of the docks. The forge was carried on a pole, the ends of which were being held by each coolie. While they were descending the steps leading into the dock, one of the men slipped, the other lost his balance, and both fell to the bottom of the dock—a considerable distance below. They were picked up in a very pitiable condition, indeed, and after first aid had been rendered, they were sent to the Government Civil Hospital. As stated, one of the unfortunate men, aged about thirty-five, expired on the way, while there is very little hope held out for the recovery of the other, who is nearly five years younger than his colleague.

## TYPHOON WARNING.

The telegram quoted below was received at the American Consulate-General from the Manila Observatory:—

29th July, 2 p.m.  
29th July, 1.30 p.m. Cyclone or typhoon W. of Northern Luzon more than 200 miles distant direction unknown. Cyclone or typhoon N.E. of Luzon direction unknown.

## Viceroy Chang Jen-chun.

H.E.'S ARRIVAL IN HONGKONG.

## THE RECEPTION PROGRAMME.

As anticipated the other day, when we detailed the programme of the reception which will be accorded the popular ex-Viceroy of Canton, H.E. Chang Jen-chun, during his brief stay in Hongkong, en route for Nanking, the arrangements have since undergone some slight modifications and additions.

The Viceroy and suite embarked on board the China Merchants' S. N. Co.'s *s.s. Hsin Ming* at Canton to-day and left the Southern capital at noon. Steaming leisurely down the river the *Hsin Ming* is expected to arrive in Hongkong early tomorrow (Friday) morning. Upon her arrival the vessel will be boarded by Capt. P. H. Mitchell, Taylor, A.D.C., on behalf of His Excellency the Governor, when it may be expected the veteran Chinese official will be accorded a very hearty welcome to Hongkong with which, during his tenure of office in Canton, he maintained the most cordial relations.

After the *Hsin Ming* has berthed alongside the China Merchants' wharf early in the forenoon a Chinese deputation will wait on H.E. Chang on board to invite him to tea at the Chinese Club in the afternoon. The rest of the forenoon will be spent on official visits to the Governor, the Commodore, and the General Officer Commanding the Forces at Headquarters. House. If time permits, His Excellency and suite will probably pay a visit to the Italian Consulate.

At one o'clock the Viceroy is invited to take lunch at Government House; an official party has been invited to meet the distinguished Chinese official. The entire party will, after tiffin, proceed to Quarry Bay on a visit to the Tai-koo Docks; a special car will be provided by the Electric Tramway Co. From the Tai-koo Docks the guests will proceed to the Japanese Pacific Liner—*s.s. Chiyu Maru*—of the Toyo Kisen Kaisha, on board of which steamer the Chinese visitors will be the guests of the Japanese Consul, Mr. T. Funatsu, and the Japanese community in Hongkong. We understand His Excellency Sir Frederick Lugard has also accepted an invitation to be present. The party will have tea on board the *Chiyu Maru*. At the special request of the Viceroy the banquet, which was to have been held at the Chinese Club tomorrow evening, has been abandoned; it may be found too fatiguing owing to the numerous calls upon His Excellency's time during the day tomorrow. Instead of the banquet there will be a tea-party at the Chinese Club at 5.30 p.m. tomorrow, where a reception will subsequently be held.

H.E. the Viceroy re-embarks on board the *Hsin Ming* on Saturday, when he will resume his voyage to Nanking. During his stay in Hongkong, H.E. Chang will put up with the Special Chinese Commissioner, H. E. Kao Eh Chieh.

## PARTICULARS WANTED.

AND AN AUSEN'S WITNESS.

This afternoon, in the Court of Summary Jurisdiction, before Mr. Justice Gompertz, Wong Fuk Kin, gentleman, residing at 43, Cairns Road, sued Chin Fuk Kwai, who is stated to be a partner in the Po Chung firm, 27, Jervois Street, to recover the sum of \$134.41 money alleged to have been lent to the defendant.

Mr. E. J. Davidson, of Messrs. Hastings and Hastings, who appeared for the defence, applied for an adjournment, giving as his reason that he had not received particulars of the plaintiff's claim until Tuesday. They were to have been supplied on Saturday. Mr. P. W. Goldring (for the plaintiff) said that the particulars were furnished on Monday. Mr. Davidson said that the case was put down subject to the particulars being given in time.

His Honour—Was any day fixed?  
Mr. Davidson—Yes, Saturday morning.  
Mr. Goldring stated that particulars had been supplied to his friend on Monday afternoon.  
Mr. Davidson—They did not reach me until Tuesday.

His Honour—Was the order made for Saturday?  
Mr. Goldring said that was so. But it so happened that he was kept late in Chambers on Saturday and he sent the particulars on Monday.

His Honour inquired whether to-morrow afternoon would do for the hearing. He did not wish the case to go into next week's list as the Full Court would be sitting then. (To Mr. Davidson)—Have you had no time to go into the particulars?

Mr. Davidson replied that he could not honestly say so. One of his witnesses was not in the Colony. His friend was in default and he was taking advantage of that.

His Honour—In any case if you had time to look into particulars I cannot give you costs of the day.

Mr. Davidson said he was quite satisfied with that.

His Honour—Will to-morrow do for the hearing?  
Mr. Davidson—I do not know if my witness will be back by then.

His Honour—Is your client a man or a woman?  
Mr. Davidson—A man.

His Honour—Then he can be here in a day.  
Mr. Goldring remarked that he believed his friend knew all about the case. He had already been instructed, and one day would not do him any harm.

The case was then adjourned until to-morrow.

## H.E. CHANG JEN CHUN.

LANDING AT HONGKONG TO-MORROW.

[From Our Own Correspondent.]

Canton, 28th July.

The steamer *Hsin Ming*, which is to take H.E. Chang Jen Chun to Shanghai, arrived here yesterday morning. The luggage belonging to the distinguished party were taken to the steamer to-day and H.E. Chang, it is reported, will probably proceed on board at about 9 a.m. (Thursday). The *Hsin Ming* will leave for Hongkong to-morrow in the forenoon.

Viceroy Chang's departure from Canton is the subject of a special telegram appearing elsewhere.

## ACCIDENT TO A FITTER.

ELECTRIC SHOCK WHILE ATTENDING TO TROLLEY WIRE.

A fitter in the employ of the Tramway Company met with an accident at West Point, yesterday. The curious part of the mishap is that when the man was picked up there were no bruises visible, but it is supposed his injuries are internal.

Shortly before one o'clock p.m. yesterday a trolley wire in Des Voeux Road West got out of order and the fitter went upon a ladder. While he was thus engaged he received an electric shock, which hurled him to the street, a drop of nearly thirty feet. He was picked up in a dazed condition and sent to the Government Civil Hospital by the police.

## CANTON DAY BY DAY.

A CHARITABLE INSTITUTION.

[From Our Own Correspondent.]

Canton, 28th July.

On the 26th instant, at the Honam Theatre, a theatrical performance was given by a certain troupe in aid of the newly-established Honam Hospital. Mr. So Sin Kui purchased a bottle of aerated water and promised to subscribe a sum of \$3,000 towards the funds for the maintenance of the institution. Besides the above offer several others present offered handsome donations for the charitable work.

SEQUEL TO SHUN TAK PRISON ESCAPE.  
The fourteen prisoners who had attempted to effect their escape from the Shun Tak gaol a month ago and were re-captured shortly afterwards, were, on the 22nd instant, by order of the High Authorities, taken to the Nine Frigate and beheaded.

## CANTON-HANKOW RAILWAY'S AFFAIRS EXAMINED.

The members, selected by shareholders in the Canton-Hankow Railway Company as their representatives to check and audit the accounts of the Company, are reported to have discovered several irregularities in the accounts of the Company and have submitted a report to the officials relating to the matter.

## PUBLIC EXAMINATION.

PRIVATE AFFAIRS DISCUSSED.

The public examination of a debtor who had applied to be adjudged bankrupt, was listened to in the Bankruptcy Jurisdiction Court, to-day. The examination was conducted by the Official Receiver (Mr. A. G. M. Fletcher).

Debtor stated that he was a clerk employed in the Colony. He had held his present position for three years and drew a salary of \$ 25 a month.

What are your liabilities?—\$1,500.  
You have no other assets except your salary?—No.

What family have you to support?—A wife and eight children.  
One of your children is earning a salary?—Yes.

How much?—Very small—\$50.  
The Chief Justice—Does he contribute anything to you?

Debtor—Yes.  
How much?—\$30 a month.  
That brings it up to \$155 a month?—Yes.  
On that \$50 you keep your son?—Yes.

You rent a room to a Chinese cook for \$5 a month?—Yes.  
That brings it up to \$160 a month?—Yes.  
Your indebtedness is chiefly due to borrowing money?—Yes.

When did you start borrowing?—Six years ago.  
Have you ever been in a position to pay them off?—No.

And as the loans became due you borrowed more to pay them off?—Yes.  
Have you had any extraordinary expenses at any time?—Yes. Sickness, and heavy doctor's bills.

What did you spend on that last year?—Over \$100.  
It was reported to me that after your petition had been filed you gave a feast in your house in honour of a confirmation.—No.

On what occasion did you give a tea party?—I never did.  
The Official Receiver said that this was a small bankruptcy. Friends of debtor were willing to pay fifteen per cent. The creditors had agreed to a composition, and he asked that the examination be closed.

His Lordship consented.

## AN INDIAN DISPUTE.

KOWLOON TRADERS AT LAW.

In the Supreme Court, this morning, before Mr. Justice Gompertz, the case was resumed in which an Indian trader named Abdul Kader, of Austin Road, Kowloon, brought action against two others—Kupa Ram and Matugu Ram—to recover the sum of \$150.67, alleged to be due for goods sold and delivered.

Mr. Reader Harris, of Messrs. Wilkinson and Grist, appeared for the plaintiff. Mr. J. H. Gardiner represented the second defendant; the first defendant having left the Colony.

Further evidence was heard, and his Honour reserved his decision.



## Telegrams.

## "HONGKONG TELEGRAPH" SERVICE.

## VICEROY CHANG.

LEAVES CANTON FOR THE NORTH.

[From Our Own Correspondent.]

Shamcen, 29th July, 12.50 p.m.

His Excellency Viceroy Chang Jen-chun left Canton at noon to-day by the steamship *Hsin Ming*, for Hongkong en route for Nanking, in order to assume his new duties in the North.

## CANTON VICEROYALTY.

H.E. YUAN SHU-FUN.

[By courtesy of the "Sheung Po."]

Peking, 28th July.

H.E. Yuan Shu-fun, Viceroy-designate of the two Kwang Provinces, has decided to leave Chingtu by a German steamer on the 31st inst. en route for Shanghai.

Viceroy Yuan will resume his journey for Canton at the end of the month.

## SWATOW-CHAOCHOW RAILWAY.

EMPLOYMENT OF JAPANESE.

[By courtesy of the "Sheung Po."]

Peking, 28th July.

The Ministry of Posts and Communications has deputed Leung Yung-foo to Swatow to ascertain the conditions under which Japanese were employed by the Swatow-Chaochow Railway Co.

## WEI-HAI-WEI.

THE QUESTION OF RETROCESSION.

[By courtesy of the "Sheung Po."]

Peking, 28th July.

On the 26th inst., the Waiwupu addressed a communication to Sir John Jordan, the British Minister, on the subject of the Convention relating to Wei-hai-wei and proposed the re-opening of the subject of the retrocession of the territory.

## THE SHANGHAI TAOTAI.

TUAN-FANG'S REPORT.

[By courtesy of the "Sheung Po."]

Peking, 28th July.

Viceroy Tuan Fang has forwarded a memorial reporting on the allegations made against the Shanghai Taotai, H.E. Tsai Nai hwang.

An Imperial decree has been issued noting the contents of the memorial.

## THE PEKING SYNDICATE.

CONFERENCE WITH THE REGENT REFUSED.

[By courtesy of the "Sheung Po."]

Peking, 28th July.

As the Peking Syndicate matter has been pending now for some time, the representative of the Syndicate in Peking has expressed a desire to have an audience with the Prince Regent.

The Waiwupu, however, would not agree to the audience.

## VLADIVOSTOK.

SIK LIANG'S MEMO.

[By courtesy of the "Sheung Po."]

Peking, 28th July.

H.E. Sik Liang, Viceroy of the Three Eastern Provinces, has drawn up a memorandum on the opening of Vladivostok in Kirin Province.

The memorandum was submitted to the Central Government for information on 26th inst.

## A CONTRACTOR'S AFFAIRS.

FURTHER INQUIRIES NECESSARY.

Yau Lan Hin, a sub-contractor, had his affairs discussed in the Bankruptcy Court, this forenoon. The Official Receiver, who had to report on the matter, said that debtor's only assets amounted to \$2,000. He was a contractor, and the Official Receiver had written to the War Department for certain particulars. The defendant was reported to have done work for the military. This War Department did not appear to know debtor. His name was not on their books. Presumably, said the Official Receiver, being a sub-contractor, he had, perhaps, given another name, and asked for an adjournment for further inquiries to be made.

Adjournment granted accordingly.

## ACCIDENT AT VICEROY'S YAMEN.

DERANGED ELECTRIC ACCUMULATOR CAUSES INCENDIUM FIRE.

[From Our Own Correspondent.]

Canton, 28th July.

At about 10 o'clock on the evening of the 26th inst., owing to a leakage in the electric light accumulator in the Viceroy's yamen, a wooden article lying near by accidentally caught fire. A number of people saw the danger and were for a time thrown into a panic, lest the building would be alight. The alarm was at once raised and the people in the neighbourhood hastened to the scene with the object of rendering assistance. Word was promptly conveyed to the engineers at the electric light works and a man was sent without loss of time to the scene of the accident to have the accumulator put in order. Half-an-hour or so at least had elapsed before the panic-stricken people resumed their composure. Happily, nothing serious occurred as a result of the accident.

## A FIRM'S GOODWILL.

QUESTION OF VALUATION RAISED.

An application was made to the Chief Justice (Sir Francis Piggott) in the Bankruptcy Jurisdiction Court, this forenoon, in the matter of Ko Chau King, of a West Point fruit canning firm. Mr. R. D. Atkinson, of Messrs. Deacon, Looker and Deacon, made the application, and said that this application was adjourned from last week to allow the Official Receiver to ascertain the assets of the firm. The assets, he said, were roughly about \$7,700; but the stock in trade, as valued by Mr. Lammer, was put down at \$500 only. There was an offer of \$4,000 made for the goodwill of the business and that sum was only available for debtor. The furniture and fittings in the shop were sold for \$800 under a distraint for rent. There was a small balance left. The liabilities ran to \$7,600.

The Official Receiver did not agree that there was a sum of \$4,000 offered for the goodwill. Mr. Lammer's valuation of \$500 was, he thought, a good one. At the time of the sale a man went to him (the Official Receiver) and said he was willing to give \$5,000 for the business, and the Official Receiver pointed out to him that the two trade-marks belonging to the firm had already been mortgaged. The goodwill was not sold, and he did not think it was worth anything.

Mr. Atkinson said that a man was willing to pay \$2,000 for the goodwill, and asked for an adjournment to see whether that could be put through or not.

The Chief Justice remarked that if the \$2,000 was secured in addition to the sale, he would make the order.

The matter was then adjourned.

## HONGKONG WATER POLO SHIELD COMPETITION.

YOUTH ROUND.

ROYAL ENG NEERS &amp; BUFFS.

This match was arranged at the last minute and proved very fast and interesting from the very commencement to the call of time, and to the surprise of many, ended in a win for The Buffs. The latter, however, obtained their victory by means which called for considerable comment by the onlookers, as their continued fouling marred the progress of the game and the Infantrymen had to be continually cautioned by the Referee.

The Engineers assumed the aggressive from the start, but their shooting was a bit wild and never brought forth any good result. An opening was taken advantage of by Burke who swam up the bath and scored the Buffs' first goal. Smith added the second soon after, the score standing at half time—

Buffs 2, R.E. 0.

In the second half Corporal Morris, of the Engineers, made himself prominent by his brilliant play and after a few minutes of give and take, this swimmer netted the Engineers' first goal. Matters now looked dangerous for The Buffs, as the Engineers, encouraged by their success, tried to force matters, but the former's defence was a bit too good, and resulted in a win for The Buffs by two goals to one.

The teams were as follows:—  
R.E.—Morris, McCrory, Coxon, Holmes, Marshall, Barton and Goodyear.  
Buffs.—Coke, Smith, Siff, McMahon, Burke, Viceroy and Barrand.

V. R. C. P. C. Y. C.

This match takes place to-morrow afternoon at 6 p.m. and will prove very interesting as both teams are very evenly matched and well up in the game. This match will probably decide the winners of the shield this year.

## LEAGUE TABLE.

Played.	Won.	Lost.	Drawn.	Points.
C. Y. C.	3	0	0	6
V. R. C.	3	0	0	6
L. R. C.	4	3	1	0
Buffs	4	3	1	0
B. O. C.	2	1	0	2
R. E.	3	1	2	0
Engd Co. R.G.A.	3	0	3	0
88th Co. R.G.A.	3	0	3	0
87th Co. R.G.A.	3	0	3	0

A friendly match was afterwards played between the V.R.C. and a picked team comprising the flower of the B.O.C. Lusitania and Royal Engineers teams. This was also a very fast game, the V.R.C. scoring twice before the interval. In the replay the combined teams managed to keep their formidable opponents at bay and prevented any further scoring, the game ending in a win for the representatives of the old Club. The supporters of the V.R.C. after this exhibition feel confident in their team in their coming match against the Corinthian Yacht Club to-morrow afternoon. The teams took the water as follows:—

V.R.C.—L. E. Lammer, A. H. Carroll, A. E. Alves, A. V. Barros, W. G. Goggin, P. M. Remedios, and F. K. Tate.  
Combined Teams—A. R. Ellis, A. S. Ellis and H. J. White (B.O.C.); A. J. W. Ribeiro and F. de Rosa (Lusitania); Corporal Marshall and R. Goodyear (Royal Engineers).

## THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

ANNUAL HALF-YEARLY REPORT.

The Report of the Board of Directors to the ordinary half-yearly meeting of shareholders to be held on Tuesday, the 10th August, is as follows:—

The directors beg to submit to the shareholders the report and statement of accounts for the half-year ending 30th June last. After paying running expenses, salaries, premia of insurance, repairs and all other charges there remains, including \$20,779.30 brought forward from last account, the sum of \$171,170.01 at credit of Profit and Loss account. From this amount the directors recommend that a dividend for the half-year of one dollar and twenty-five cents per share, or \$200,000 be paid to shareholders, \$20,000 be written off book value of steamers, \$10,000 be transferred to depreciation and insurance fund, \$10,000 to special repairs fund, leaving a balance of \$21,170.01 to be carried forward to new account.

The usual overhaul and repairs have been effected during the half-year and the steamers are all in good running order.

Messrs. G. Friesland and C. H. Ross resigned their seats on leaving the Colony, and Messrs. J. W. Badow and C. E. Anton were nominated by the Directors to fill the vacancies subject to confirmation by the shareholders at this meeting.

In accordance with the Articles of Association Messrs. C. Lezmann and H. E. Tomkins retire from the Board by rotation, but being eligible, offer themselves for re-election. The retiring Auditors, Messrs. A. O'D. Gordin and W. Hutton Potts, offer themselves for re-election.

R. SHEWAN, Chairman.

Hongkong, 20th July, 1909.

Liabilities.	
Amount of capital, 80,000 shares of \$15 each fully paid up	\$1,200,000.00
Amount at credit of depreciation and insurance fund	607,500.00
Amount at credit of equalization of dividend fund	250,000.00
Amount at credit of investment fluctuation account	119,247.35
Amount at credit of special repairs fund	12,645.83
Unclaimed dividends	3,717.25
Sundry creditors	36,893.69
Bills payable	41,981.00
Amount at credit of profit and loss a/c	171,170.01
	\$2,443,175.73

Assets.	
Value of steamers <i>Hong Kong</i> , <i>Hsin Ming</i> , <i>Sui An</i> , <i>Sui Tai</i> , and <i>Hoi Sang</i> , 14 of 1,400 tons and 1 of 1,200 tons, <i>Nanning</i> , <i>Lintan</i> , and <i>Santai</i>	\$1,063,000.00
Value of lighters <i>Santai</i> and <i>Hoi Sang</i>	7,636.60
Value of wharves, hulks and moorings	143,308.17
Value of properties at Canton, Kowloon and Wuchow	127,146.77
Value of spare gear and stores	16,814.93
Value of furniture	1,000.00
Value of shares of public companies	654,578.35
Value of Chinese bonds	359.20
Loans on mortgage	322,000.00
Hongkong and Shanghai Banking Corporation, current account	47,973.48
Interest accrued	794.50
Sundry debtors	18,791.57
Bills receivable	30,968.67
Marine and fire insurance premia unexpired	8,763.50
	\$2,443,175.73

PROFIT AND LOSS ACCOUNT.

Dr.	
To amount paid for repairs to steamers	\$9,288.99
To directors and auditors' fees	4,750.00
Balance to be appropriated, viz:—	
To dividend of \$1.25 per share on 80,000 shares	\$100,000.00
To be written off book value of steamers	20,000.00
To be written off book value of properties and wharves	10,000.00
To be carried to depreciation and insurance fund	10,000.00
To be carried to special repairs fund	10,000.00
To be carried forward to new account	21,170.01
	\$171,170.01
	\$205,209.00

Cr.

By amount brought forward from last account	\$20,779.30
By net earnings of steamers	149,793.81
By interest on investments	35,015.39
By transfer fees	110.50
	\$205,209.00

DEPRECIATION AND INSURANCE FUND.

Dr.	
To balance	\$527,500.00
	\$677,500.00

Cr.

By amount at credit	\$587,500.00
By amount brought forward from Profit and Loss account for half year ending 31st December, 1908	20,000.00
	\$607,500.00

EQUALIZATION OF DIVIDEND FUND.

Dr.	
To balance	\$350,000.00
	\$350,000.00

Cr.

By amount at credit	\$350,000.00
By amount brought forward from Profit and Loss account for half year ending 31st December, 1908	10,000.00
	\$360,000.00

SPECIAL REPAIRS FUND.

Dr.	
To sundry disbursements	\$12,645.83
To balance	\$12,645.83
	\$25,291.66

Cr.

By amount at credit	\$25,291.66
By amount brought forward from Profit and Loss account for half year ending 31st December, 1908	10,000.00
	\$35,291.66

## RECEIVING ORDER MADE.

NATIVE FIRM IN BANKRUPTCY.

In the Bankruptcy Jurisdiction Court, this morning, the Chief Justice presiding, an application for a Receiving Order was made in the matter of the Sang Cheong Chan firm.

Mr. E. I. Davidson, of Messrs. Hastings and Hastings, who presented the application, said that the petitioning creditor's debt amounted to Tails 600. The act of bankruptcy, he went on, was that in June last notice was given to the petitioning creditor, by the Sang Cheong firm, that they had suspended payment of its debts. The further act was that the managing partner of the business had absented himself from bankruptcy.

The Official Receiver said that the managing partner was the sole owner of the firm, and had absconded.

Mr. Davidson went on to remark that the only assets consisted of a quantity of timber, valued at \$5,000. This was sold to satisfy a number of creditors. There was between \$800 and \$900 left.

The Official Receiver said the book debts of the firm were about \$14,000.

The Chief Justice—Have you any notion of what the liabilities are?

The Official Receiver could not remember.

The Chief Justice—Are you satisfied that everything has been done in the matter.

The Official Receiver—Yes.

The Receiving Order was made.

## JAPAN TARIFF REVISION.

KORE CHAMBER OF COMMERCE AND THE CUSTOMS TARIFF.

At a general meeting of the Kobe Chamber of Commerce on the afternoon of the 16th inst., Mr. Matsukata, Chairman of the Chamber, reporting on the result of the investigation into the question of the Customs Tariff, said that in its investigations the Chamber had looked at the matter from the point of view of furthering the industries of the country and increasing the national revenue. They advocated leaving the existing tariff unchanged as far as practicable, and amending it only in those cases where equity was required to maintain the balance between various articles. In the existing tariff the articles enumerated were divided into 19 groups, comprising 999 items. In the tariff drafted by the Chamber the articles were divided into 18 groups comprising 3,608 items. The Chamber had adopted in its recommendation a system of specific duties, because the experience in the past showed that it was difficult for the Customs authorities to ascertain the correct value of goods in imposing duties *ad valorem*, while these were attended with various evils. True, it was difficult to maintain complete equity in imposing duties by the specific system, which made the duty on lower-priced articles heavier in proportion than that on more expensive goods, but the Chamber had sought the advice of the Customs authorities and great care was taken to minimize the evils likely to arise. The commodities enumerated in the tariff were divided into two main divisions—raw materials and manufactured articles, the latter being subdivided into wholly-manufactured and partly-manufactured articles, making gradations according to the nature of the goods. In some cases raw materials were included in the list of duty-free goods, and where dutiable the rate was made only nominal. A higher rate was recommended on partly-manufactured goods and a still higher rate on those wholly-manufactured. The Chamber followed the policy of seeking sources of revenue which were certain and required but small expense in collecting, and that of reducing or abolishing those taxes which the people wanted reduced or abolished. The Chamber had therefore decided to recommend the removal of the duty on rice, but to impose a 5 per cent duty on raw cotton and wool, which were now admitted duty free, and to increase the duty on iron from 10 per cent. (that of the Conventional tariff) to 20 per cent. The value of raw cotton imported amounted to about ¥11,000,000 a year. If a 5 per cent. duty was imposed the revenue from it at source would be considerable and would amply balance the revenue lost by the abrogation of the duty on rice, which would remove a burden from the people. Sheep-raising as a complementary business of farmers had brilliant prospects, and the imposition of a duty on wool would serve to encourage the sheep-raising industry in Japan. An increase of duty on iron would bring in an additional revenue and at the same time encourage the iron foundry industry in Japan in which case Japan would be greatly benefited. It was apprehended by some that the increased duty on imported goods with the object of increasing the national revenue would force up the price of commodities and discourage industries in Japan; but prices of commodities were ruled by the relation of supply and demand, and the increased duty would not be borne by consumers alone. If foreign manufacturers were led to establish their factories in Japan by the increased duty on imported goods, foreign knowledge and manufacturing skill would be brought into the country and the Japanese manufacturing industry would be much benefited. Suitable protection should be accorded to the export of goods manufactured from dutiable imported raw materials, and the tax paid on such raw materials should be reimbursed. For example, if imported raw cotton is re-exported in the form of cotton yarn made on should be adopted to reimburse the duty paid on raw cotton.

At the conclusion of the report the meeting adjourned, no decision being arrived at. [With regard to the suggestion that high duties may lead foreign manufacturers to establish their factories in Japan, we may recall the words of the Tokyo correspondent of the *Times* in his famous letter on "Foreign Merchants in Japan," published two years ago:—"He would be a very ill-advised Occidental who carried his money to Japan and proceeded to set up a factory on his own account. Failure, partial or total, might be predicted."—*Japan Chronicle*.]

## To-day's Advertisements.

## FIRE INSURANCE ASSOCIATION OF HONGKONG. BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875 all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 2nd August (First Monday in August).

By Order,

E. A. M. WILLIAMS, Secretary.

Hongkong, 29th July, 1909. [560]

## MARINE INSURANCE ASSOCIATION OF HONGKONG. BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875 all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 2nd August (First Monday in August).

By Order,

E. A. M. WILLIAMS, Secretary.

Hongkong, 29th July, 1909. [561]

## HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS wishing to put down for Subscription Griffs for the next RACE-MEETING are requested to send their Names in to the Undersigned, from whom all particulars regarding Price and conditions pertaining to selection and passing may be obtained.

T. F. HOUGH,

Clerk of the Course.

Hongkong, 29th July, 1909. [562]

## NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO and SINGAPORE.

THE Company's Steamship.

"ATSUTA MARU," having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 4th August will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godown for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 28th July, 1909. [458-459]

## OPIUM IN INDIA.

FUTURE OF THE DEPARTMENT.

Glasgow, July 3rd.

All kinds of speculations are rife regarding the future of the Opium Department in India. China's strong determination to put a stop to the opium traffic by restricting the consumption and cultivation of indigenous poppy resulted in much discussion in the British Parliament, in pursuance of which the Secretary of State issued orders on the Government of India to reduce the cultivation experimentally. This was about four years ago; since then active steps have been taken in both Patna and Benares opium agencies and the total area under cultivation last year was nearly forty per cent. less than what it was five years back and the reduction is steadily going on. This reduction did not entail much trouble, as in Behar, which is under the Patna agency, cultivators are not anxious to grow poppy, as they find crops more lucrative. The same conditions prevail in certain parts of the U.P. Regarding the staff of the two agencies, no examination was held for the last three years for the admission of gazetted officers to the department and permanent appointments on the ministerial staff have been very few. A tendency of reduction prevails everywhere in the department. If these conditions last there is no doubt the two agencies will be amalgamated into one, with one Opium Agent at its head and one factory for manufacture, instead of two as at present, and this will be done before long.

A senior Bengal Civilian holds the post of Opium Agent at Patna and an U.P. one at Benares. When the two agencies are amalgamated the posts will perhaps go alternately to the civilians of the two provinces. One of the two factories must be closed. The change in this respect is for Patna. The two factories must be closed. The Agency which is at Ghazipur is the better equipped of the two, has more accommodation than the Patna factory, and enjoys the advantage of cheaper labour besides being much more centrally situated. The two Opium Agents have recently gone up to Simla. This may probably forebode some definite decision regarding the future opium policy.—*Indian Daily News*.

## LAWN BOWLS.

C.S.C. &amp; TAIKOO.

The following will represent the C.S.C. on Saturday next at 4.30 p.m. on the Civil Service green:—W. H. Woolley, E. W. Dawson, W. F. Fincher, L. E. Brett, skip; A. G. Pile, J. J. Blake, R. Fenton, I. A. Wheat, skip; F. Allen, P. R. Adams, A. M. Thornhill, C. Bond, skip; G. H. Parkinson, A. Blower, R. Hudson, Y. McIver, skip; Reserve: J. Whiting and W. S. Dicks.

## Intimations.

## THE DAIRY FARM Co., LIMITED.

Choice Australian RABBITS 75 cents each  
HARES \$1.50 each.

Hongkong, 17th July, 1909. [380]

## PILSENER

## "ASAHI" AND

## "SAPPORO" BEER.



## Shipping—Steamers.

CANADIAN PACIFIC  
RAILWAY CO.'S

Royal Mail Steamship Line.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of  
12 DAYS YOKOHAMA to VANCOUVER: at DAYS HONGKONG to VANCOUVER.  
SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.  
(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong,	From Quebec.
"EMPRESS OF JAPAN"	"EMPRESS OF BRITAIN"
SATURDAY, AUG. 14TH.	FRIDAY, SEPT. 10TH.
"EMPRESS OF CHINA"	"ALLAN LINE"
SATURDAY, SEPT. 4TH.	FRIDAY, OCT. 1ST.
"MONTEAGLE"	
SATURDAY, SEPT. 18TH.	
"EMPRESS OF INDIA"	"EMPRESS OF IRELAND"
SATURDAY, SEPT. 25TH.	FRIDAY, OCT. 22ND.

Each Trans-Pacific "Empress" connects with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 71.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "Ode Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 71.10.  
Via New York 74.50.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—  
W. W. GRADY, General Traffic Agent,  
Corner Pedder Street and Praya (opposite Blake Pier).

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## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI, YOKOHAMA, KOBE	"KUTSANG"	FRIDAY, 30th July, Noon.
MANILA	"YUENSANG"	FRIDAY, 30th July, 4 P.M.
SINGAPORE, PENANG & CALUTTA	"NAMSANG"	SATURDAY, 31st July, Noon.
SHANGHAI	"FOOSHING"	SATURDAY, 31st July, 4 P.M.
SHANGHAI	"LOKSANG"	TUESDAY, 3rd Aug., 4 P.M.
HAIPHONG & CHEFOO	"CHIESHING"	WEDNESDAY, 4th Aug., 4 P.M.
SHANGHAI	"YATSHING"	WEDNESDAY, 4th Aug., 4 P.M.
CHINWANTAO VIA WEIHAIWEI & CHEFOO	"SUISANG"	THURSDAY, 5th Aug., Noon.
MANILA	"LOONGSANG"	FRIDAY, 6th Aug., 4 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers "Kutsang," "Namsang" and "Fooshing" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 10 to 15 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

\* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to London, Yokohama, Kobe, Shanghai, Tientsin & Newchwang. Taking Cargo on through Bills of Lading to Kuantan, Labuan, Davao, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to  
JARDINE MATHESON & CO., LD.,  
General Managers.  
Telephone No. 61.  
Hongkong, 29th July, 1909.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

From	Steamers	To	Sail
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	1st Aug.	Daylight.
SHANGHAI	"LINAN"	1st "	"
CEBU & ILOILO	"KAIFONG"	2nd "	4 P.M.
MANILA	"TEAN"	3rd "	3 P.M.
SHANGHAI	"CHINHUA"	5th "	4 P.M.
SHANGHAI	"CHERAN"	8th "	Daylight.
MANILA	"TAMING"	10th "	3 P.M.
MANILA, ZAMBOANGA and USUAL	"CHANGSHA"	19th "	4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A fully qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.  
FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chusan, Linan, Chinkun), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo to through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$80 return.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
AGENTS.  
Telephone No. 36.  
Hongkong, 29th July, 1909.

## HONGKONG—MANILA.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	1540	R. Rodger	MANILA	SATURDAY, 31st July, at 5 P.M.
RUBI	1540	R. W. Almond	"	SATURDAY, 7th Aug., at Noon.

For Freight or Passage, apply to  
SHEWAN TOMES & CO.  
GENERAL MANAGERS  
Hongkong, 29th July, 1909.

## Shipping—Steamers.

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR  
CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI,  
KOBE, YOKOHAMA, HONOLULU and  
SALINA CRUZ (Mexico).

S.S. AMERICA MARU ..... 5,000 tons gross ..... Sail 30th Aug., 1909, at Noon.  
S.S. HONGKONG MARU ..... 5,000 " ..... " 26th Oct., 1909, at Noon.  
S.S. MANSHU MARU ..... 5,000 " ..... " 10th Dec., 1909, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 29th July, 1909.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND  
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, with no transshipments, and the shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA KEELUNG, HANGHAI, MOJI, KOBE, SHIMIDZU AND YOKO.	"FITZPATRICK"	4,416	SATURDAY, 31st July, at Daylight.
Do.	"SEATTLE MARU"	6,173	SATURDAY, 28th Aug.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated amidships. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

For	Steamers	Leaves
SWATOW, AMOY & TAMSUI.	"DAIGI MARU"	SUNDAY, 1st Aug., at 10 A.M.
ANPING Via SWATOW and AMOY.	"SOSHU MARU"	WEDNESDAY, 4th Aug., at 10 A.M.

A special reduction of 20% on 1st and 2nd Class Fare to Foochow will be made during the months of August and September.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOJU MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

NIPPON YUSEN KAISHA.  
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	SANUKI MARU, Capt. K. Homma, Tons 6500	WEDNESDAY, 4th Aug., at Daylight.
VICTORIA, B.C. & SEATTLE Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA	AWA MARU, Capt. A. Keith, Tons 6500	WEDNESDAY, 18th Aug., at Daylight.
SYDNEY AND MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNVILLE AND BRISBANE	KAGA MARU, Capt. M. Iigino, Tons 6500	TUESDAY, 17th Aug., at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA	SHINANO MARU, Capt. K. Kawara, Tons 6500	TUESDAY, 14th Sept., at 4 P.M.
YOKOYAMA AND MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNVILLE AND BRISBANE	YAWATA MARU, Capt. T. Sekino, Tons 5000	FRIDAY, 6th Aug., at Noon.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 3rd Sept., at Noon.
NAGASAKI, MOJI, KOBE and YOKOYAMA	ATSUTA MARU, Capt. Wm. Thompson, Tons 7000	WEDNESDAY, 4th Aug., at Noon.
YOKOYAMA	HITACHI MARU, Capt. Wm. Wade, Tons 7000	FRIDAY, 10th July, at Daylight.
KOBE AND YOKOHAMA	TOTOMI MARU, Capt. R. Smith, Tons 4000	FRIDAY, 6th Aug., at 5 P.M.
BOMBAY, VIA SINGAPORE AND COLOMBO		MONDAY, 2nd Aug.

† Cargo only.  
§ Fitted with new System of wireless telegraphy.

## EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON, ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Kamo Maru	(Capt. F. L. Sommer)	About Friday, 30th July.
Mishima Maru	(Capt. A. B. Moses)	About Wednesday, 25th August.
Atsuta Maru	(Capt. W. Thompson)	About Wednesday, 22nd September.
Miyasaki Maru	(Capt. W. Bainbridge)	About Wednesday, 20th October.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS  
BETWEEN  
HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1909.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

	YOKOHAMA RETURN.	KOBE RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class	\$120	\$110	\$100	90
2nd "	\$80	\$70	\$60	\$50

Option of rail between calling ports in Japan.  
For further particulars, apply to  
T. KUSUMOTO,  
Manager.  
(451-170)

## Shipping—Steamers

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM  
FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

## THE Steamship

"DELHI"  
Captain G. W. Gordon, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 7th August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Mantua," 11,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the P.M.S. "Ocean," due in London on 19th September, 1909. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 26th July, 1909.

THE AMERICAN AND ORIENTAL  
LINE.

FOR BOSTON AND NEW YORK.  
(With liberty to call at the Malabar Coast).

## THE Steamship

"WELSH PRINCE"  
will be despatched for the above Ports on SATURDAY, the 14th August, 1909.  
For Freight and Passage, apply to  
ARNHOLD, KARBURG & Co.,  
Agents.  
Hongkong, 23rd July, 1909.

## THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG  
FOR  
VANCOUVER, A.C. TACOMA & SEATTLE  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
Americ	4,363	J. Boyd	26th Aug.
Bavaria	6,232	S. Shotton	23rd Sept.

\* These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

S.S. "Kumorio" calls at Keelung, Shanghai, Moji, Kobe and Yokohama.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to  
DODWELL & CO., LIMITED,  
General Agents  
Queen's Buildings,  
Hongkong, 22nd July, 1909.

## STRAIT TO CANTON

THE New Twin Screw Steel Steamers  
"KWONG TUNG" Capt. H. W. WALKER  
"KWONG SAI" Capt. E. S. OWEN.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officered by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.  
Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,  
and  
SHIU ON S.S. CO., LD.,  
No. 8, Queen's Road West.

Hongkong, 26th April, 1909.

REGULAR STEAMSHIP SERVICE  
TO NEW YORK,  
VIA PORTS AND SUEZ CANAL,  
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:  
S.S. ....

For Freight and further information, apply to  
DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 26th July, 1909.

## Shipping—Steamer.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

FOR SHANGHAI, KOBE AND  
YOKOHAMA.

THE Company's Steamship  
"TONKIN"

Captain Charbonnel, will be despatched for the above Ports on the 2nd August, at about 6 P.M.

For Freight or Passage, apply to  
P. DE CHAMPMORIN,  
Agent.  
Hongkong, 28th July, 1909.

CHARGEURS REUNIS.  
(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE  
TO  
SAN FRANCISCO, MEXICO, PERU,  
CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route, thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

## THE Steamship

"AMIRAL DUPERRÉ,"  
expected to arrive on or about the 19th August.

For further particulars apply to  
MESSAGERIES MARITIMES,  
Agents at Hongkong.

Hongkong, 27th July, 1909.

## "INDRA" LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

## THE Steamship

"INDRAWADI,"  
Captain W. Gray Williams, will be despatched as above about 21st August.

For Freight, apply to  
JARDINE, MATHESON & Co., LD.,  
Agents.  
Hongkong, 21st July, 1909.

## FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,  
同 公 隆 李

CABINET-MAKERS AND ART DECORATORS,  
from Shanghai, has re-opened their  
FURNITURE STORE  
at  
No. 39, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE  
of every description, can be made to  
order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."

25th May, 1891.  
(Sd.) A. S. Watson & Co.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.  
Hongkong, 6th August, 1909.

## O. C. MOOSA,

1 & 8, D'AGUILAR STREET.

## NOVELTIES OF THE SEASON.

Trimmed and Untrimmed  
HATS, RIBBONS, FLOWERS,  
FEATHERS, &c., &c.

LACE SCARFS, MOTOR VELS  
IN  
VARIOUS COLORS.

MOUSQUETEIRE GLOVES  
IN  
WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVEL  
INGS, VOILES, &c., &c.

LADIES' and CHILDREN'S  
UNDERCLOTHINGS.

Samples on application. Cost  
Port orders carefully executed.

Hongkong, 26th September, 1908.

## AN APPEAL.

THE SUPERIORESS of the ITALIAN  
CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Cuffs made on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 2nd April, 1909.



## COMMERCIAL.

10-DAY'S EXCHANGE.	
Selling.	
London-Bank T.T.	18 13/16
Do. demand	18 1/2
Do. 4 months' sight	18 1/2
France-Bank T.T.	18 1/2
America-Bank T.T.	42 1/2
Germany-Bank T.T.	17 7/8
India T.T.	130 1/2
Do. demand	131
Shanghai-Bank T.T.	14 1/2
Singapore-Bank T.T. per H.K. \$100	14 1/2
Java-Bank T.T.	104 1/2
Bank of England rate	14 1/2
Sovereign	14 1/2

## SHIPPING AND MAILES

MAILS DUE	
French (Tonkin) and prox.	
Canadian (Empress of Japan) 5th. prox.	
American (Asia) 8th. prox.	
The O. & O. S. S. Co.'s s.s. Korea arrived at San Francisco on 27th inst.	
The E. & A. Co.'s s.s. Aldenham from Sydney, arrived at Manila today.	
The E. & A. Co.'s s.s. Empress left Sydney today for this port, via Cebu and ports and Manila.	
The M. M. Co.'s s.s. Tonkin will leave Saigon on 30th inst. at 10 a.m., and is expected here on 2nd prox. morning, and will leave for Shanghai and Japan on the same afternoon.	
The C. P. R. Co.'s s.s. Empress of India arrived at Nagasaki at 8 a.m., on 29th inst., and leaves again at 4 p.m. same day, for Kobe, where she is due to arrive at 8 p.m., on 30th inst.	

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:

On the 29th at 12.05 p.m.—The barometer has risen over E. Japan, and fallen elsewhere except at the extreme Southern stations, the fall being considerable over Formosa, the Loochoos and the Bonins.

The low pressure area extends over the N. part of the China Sea and the Pacific towards the Bonins. It appears to contain two centres one in the China Sea almost stationary to the W. of the Balingtan Channel, and the other over the Pacific, possibly in about 20° Lat. 130° Long.

The return from Apari is not yet in hand. The high pressure is lying to the E. of Japan. Rough weather may be expected in the Formosa Channel, and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

## FORECAST.

- 1.—Hongkong and Neighbourhood, N. winds, moderate or fresh; unsettled, squally.
- 2.—Formosa Channel, N.E. winds, strong.
- 3.—South coast of China between Hongkong and Loochoos, N.E. winds, fresh.
- 4.—South coast of China between Hongkong and Hainan, N.W. winds, moderate or fresh.

## Shipping.

Arrivals.	
Atsuta Maru, Jap. s.s., 5,184, Wm. Thompson, 28th July.—London 19th July, Gen.—N. Y. K.	
Hanoi, Fr. s.s., 610, J. Pannier, 29th July.—Haiphong via Peking, Hoihow and Kwong-chow-wan 30th July, Gen.—A. R. M.	
Phuempun, Br. s.s., 1,065, J. H. Scott, 28th July.—Saigon 24th July, Gen.—W. F. Slog.	
Ujima Maru, Jap. s.s., 1, Hamada, 28th July.—from Japan, Sagar.—M. B. K.	
Malta, Br. s.s., 3,000, G. M. Montford, 28th July.—Yokohama 14th July, Mail and Gen.—P. O. S. N. Co.	
Kamo Maru, Jap. s.s., 2,468, F. L. Sommer, 29th July.—Yokohama and Shanghai 26th July, Gen.—N. Y. K.	
Halyang, Br. s.s., 1,362, A. E. Hodgins, 29th July.—Swatow 28th July, Gen.—D. L. & Co.	
Hongkong, Fr. s.s., 742, A. Cornelissen, 29th July.—Haiphong 22nd July and Hoihow 28th, Gen.—A. R. M.	
Chip Shing, Br. s.s., 1,100, F. Monney, 29th July.—Tientsin 18th July, Chefoo 10th, Weihaiwei 20th, and Swatow 28th, Gen.—J. M. & Co.	
Chonsang, Br. s.s., 1,418, W. E. Sawyer, 29th July.—Wakamatsu 22nd July, Coal.—J. M. & Co.	
Daigi Maru, Jap. s.s., 9,000, H. Morayama, 29th July.—Tamsui via Amoy and Swatow 28th July, Gen.—O. S. K.	
Moyori Maru, Jap. s.s., 2,735, J. C. Richards, 29th July.—Bombay and Singapore 22nd July, Gen.—N. Y. K.	

## Clearances at the Harbour Office.

Typhoon, for Batavia.	
Ujima Maru, for Kobe.	
Atsuta Maru, for Shanghai.	
Atsuta Maru, for Yokohama.	
Phuempun, for Shanghai.	
Phuempun, for Saigon.	
Malta, for Singapore.	
Yatiting, for Canton.	
Departures.	
July 29.	
Kiaist, for Europe.	
Gushen, for Shanghai.	
Hainan, for Swatow.	
Petroler, for Swatow.	
Typhoon, for Macassar.	
Batavia, for Sabang.	
Linan, for Canton.	
Bumaba, for Shanghai.	
Therid, for Swatow.	
Therid, for Singapore.	
Bimopol, for Saigon.	
Anhui, for Shanghai.	
Falchi, for Shanghai.	
Typhoon, for Macassar.	
Malta, for Colombo.	

## Steamers Expected.

Vessel	From	Agent	Date
Aldeham	Manila	G. L. & Co.	Aug. 1
Tonkin	Singapore	M. M. & Co.	Aug. 2
Nikko Maru	Manila	N. Y. K.	Aug. 2
Sauki Maru	Shanghai	N. Y. K.	Aug. 2
Indian	Singapore	M. M. & Co.	Aug. 2
Yawata Maru	Japan	N. Y. K.	Aug. 3
Emp. of Japan	Japan	N. Y. K.	Aug. 3
Asia	Japan	N. Y. K.	Aug. 3
Yehoshi Maru	Bombay	N. Y. K.	Aug. 11
Changsha	Sydney	B. & S.	Aug. 6

## HONGKONG TIDE TABLE.

From July 19th to August 4th, 1909.

HIGH WATER.		LOW WATER.	
Date	Time	Date	Time
Tues. 29	10.15	Tues. 29	4.15
Fri. 30	10.15	Fri. 30	4.15
Sat. 31	10.15	Sat. 31	4.15
Sun. 1	10.15	Sun. 1	4.15
Mon. 2	10.15	Mon. 2	4.15
Tues. 3	10.15	Tues. 3	4.15
Wed. 4	10.15	Wed. 4	4.15

## METEOROLOGICAL REPORT.

July 28th, 1909, a.m.

Vessel	From	Agent	Date
Aldeham	Manila	G. L. & Co.	Aug. 1
Tonkin	Singapore	M. M. & Co.	Aug. 2
Nikko Maru	Manila	N. Y. K.	Aug. 2
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## Shanghai, Meji and Kobe—Per Moyori

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## Shanghai, Meji and Kobe—Per Moyori

Vessel	From	Agent	Date
Aldeham	Manila	G. L. & Co.	Aug. 1
Tonkin	Singapore	M. M. & Co.	Aug. 2
Nikko Maru	Manila	N. Y. K.	Aug. 2
Sauki Maru	Shanghai	N. Y. K.	Aug. 2
Indian	Singapore	M. M. & Co.	Aug. 2
Yawata Maru	Japan	N. Y. K.	Aug. 3
Emp. of Japan	Japan	N. Y. K.	Aug. 3
Asia	Japan	N. Y. K.	Aug. 3
Yehoshi Maru	Bombay	N. Y. K.	Aug. 11
Changsha	Sydney	B. & S.	Aug. 6

## Shanghai, Meji and Kobe—Per Moyori

HIS BRITA	
NAME.	CLASS.



